



SIMMONS' LIVER REGULATOR.

THE SYMPTOMS of Liver Complaint are uneasiness and pain in the side. Sometimes the pain is in the shoulder, and is mistaken for rheumatism. The stomach is affected with loss of appetite and sickness, bowels in general constipated, sometimes alternating with lax. The head is troubled with pain, and dull, heavy sensations, considerable loss of memory, accompanied with painful sensations of having left undone something which ought to have been done. Often complaining of weakness, debility and low spirits. Sometimes many of the above symptoms attend the disease, and at other times very few of them; but the liver is generally the organ most involved. Cure the liver with

DR. SIMMONS' LIVER REGULATOR.

A PREPARATION OF ROOTS AND HERBS, warranted to be strictly vegetable, and can do no injury to any one. It has been used by hundreds, and known for the last thirty-five years as one of the most reliable, efficacious and harmless preparations ever offered to the suffering. It taken regularly and persistently, it is sure to cure Dyspepsia, headache, neuralgia, jaundice, chronic diarrhoea, rheumatism, affections of the bladder, camp dysentery, affections of the kidneys, fever, diseases of the skin, impurity of the blood, melanchoia, or depression of spirits, heartburn, colic, or pains in the bowels, pain in the head, fever and ague, dropsy, boils, pain in the back and limbs, asthma, cramps, female affections, and bilious diseases generally. Prepared only by J. H. ZEILIN & CO., Druggists, Marion, Ga. Send for a Circular. Price \$1; by mail \$1.25. For sale by CHARLES TATMAN, Jr., Middletown, Del. Dec. 24-1y.

GEO. W. INGRAM & CO.

Brokers & Real Estate Agents, BROAD STREET ABOVE MAIN. Middletown, Delaware. ATTENTION PROMPTLY TO THE COLLECTION OF NOTES, DRAFTS, BILLS, &c. &c. NEGOTIATE LOANS, PURCHASE & SELL STOCKS ON COMMISSION. And offer for sale. Valuable Real Estate. Comprising, some of the most desirable Farms on the Peninsula. Correspondence by mail solicited. Refer by permission to the following named gentlemen: Hon. R. C. Holliday, Sec. of State, Annapolis, Md. W. R. Bergholz, Memphis & El Paso Pacific Railroad, N. Y. R. Atkinson, Banker, 41 Broad St. N. Y. Hon. Richard Schell, 59 Wall St. N. Y. Col. Stanton Duncan, Louisville, Ky. Geo. B. A. General, Baltimore, Md. Geo. W. Kerner, McDonough, Ill. J. W. Vandegriff, Seyfert, McManus & Co. Philadelphia. Gen. Robert Patterson, Phila. Nat. Bank. march 17-1f

BOWERS' Complete Manure.

MADE FROM Super-Phosphate of Lime, Ammonia and Potash. Warranted free from adulteration, and equal in quality to any sold during the last five years. Experience in the use of "BOWERS' COMPLETE MANURE," by the best farmers of Pennsylvania, New Jersey, Delaware, Maryland, and the Cotton States, has resulted in proving it to be THE BEST FERTILIZER OFFERED FOR SALE. HENRY BOWER, MANUFACTURING CHEMIST, Gray's Ferry Road Philadelphia. DIXON SHARPLESS & CO. 40 SOUTH DELAWARE AVENUE, PHILADELPHIA. AGENTS. And For Sale by all leading dealers. THE OLD BANK

THE OLD BANK

STILL IN OPERATION, And Open for Deposits Daily. THIS is to inform the public generally that I have opened the Old Bank as a CONFECTIONERY AND ICE CREAM SALOON, where can be found at all times the finest confectionery, the best Ice Cream, Luscious Fruits, both foreign and domestic, at wholesale and retail. Also a fine assortment of Cakes always on hand. A share of the patronage is solicited. E. H. RICE, Middletown, Del. June 3-1y

TO PEACH GROWERS.

THE undersigned would respectfully announce to the peach growers of this vicinity that he will be in the market for all good orchards of peaches, and will buy on the order of JAMES C. NORRIS, ESQ. THE FIRST AND OLDEST BUYER AT THIS PLACE. He will also ship peaches on consignment for parties and guarantee their prompt sale. A. T. BRADLEY, Agent for Jas. C. Norris. June 24-25

Select Poetry.

WHERE IS HOME?

Home is where affection binds
Gentle hearts in union;
Where the voices are all kind
Holding sweet communion!

Home is where the heart can rest
Safe from darkening sorrow;
Where the friends we love the best
Brighten every morrow!

Home is where the friends that love
To our hearts are given;
Where the blessings from above
Make it seem a heaven!

Home is where the stars will shine
In the skies above us;
Peeping brightly through the vine
Trained by those who love us!

Yes, 'tis home where smiles of cheer
Weathe the frowns that greet us;
And the one of all most dear
Ever comes to meet us!

Popular Miscellany.

The Running Turf in America.

From Harper's Magazine.

It is traditional, if not a well authenticated fact, that horse-racing was known in America prior to the advent of General Braddock, in 1755. Virginia and Maryland were the places where first the people began to think about developing the speed of the horse. In that early period, quarter-racing was most in vogue, and it is safe to assert that sport, rather than the improvement of the equine, was the incentive to action. Fearnought, imported into Virginia in March, 1764, was regarded as the Godolphin Arabian of America. If we may believe the old chronicles, he certainly was a superior horse. He was a bay, 15 hands 2 1/2 inches high, and was foaled in 1746, being bred by Mr. Warren. He was got by Regulus, and his dam Silvertail, a mare descended from the Darby Arabian. Fearnought was bred to the best mares in the country, and the result was a better class of horses than had formerly been seen on this side of the Atlantic.

Fearnought conferred stoutness and qualities of endurance upon his stock, which led to trials of speed at longer distances than had been the fashion before. Mares of pure blood were also imported from England, among which was the celebrated Club mare, the dam of Stammerkin; and breeding was carried on with great success in the Old Dominion until it was interrupted by the war of the Revolution. After the war new importations were made, among which may be mentioned as the most celebrated the stallions Mailley and Messenger. From Virginia the blood and racing fever extended into Maryland, and then into the Carolinas. Charleston for many years was a great racing centre, and for as long as 1793; but the contests were not of a character to exercise much influence upon the problem of breeding, if, indeed, at that time breeding was regarded in the light of a problem.

The Newmarket Course was inaugurated, Charleston, February 19, 1799, under the management of Mr. Thomas Nightingale, a Yorkshire man by birth. Several other courses were opened in different parts of South Carolina, and racing became something of a popular pastime, though the sports were what in this modern day we would forcibly, if not elegantly, denominated the scrub order.

About 1772, Flinnap, a bay stallion by South, out of a Cygnet mare—Cygnet being the Godolphin Arabian—was imported into South Carolina by Mr. Mansell. He was quite a celebrity in his day, and his blood served to enrich our stock. Though small, being but fourteen hands and a half high, he was strong and hardy. Joshua Quincy, who visited Charleston in 1773, made a brief note in his journal: "March 3.—Spent day in viewing horses, riding over the town, and receiving complimentary visits." "March 16.—Spent the morning, ever since five o'clock, in perusing public records of the Province, etc. etc.; am now going to the famous races. The races were well performed; but Flinnap beat Little David (who had won the last sixteen races) out and out. The last heat the former distanced the latter. The first four-mile heat was performed in eight minutes and seventeen seconds, being four miles. £2000 were won and lost at this race, and Flinnap sold at public vendue the same day for £300 sterling. At the races I saw a fine collection of excellent though very high-priced horses, and was let a little into the singular art and mystery of the turf."

When South Carolina was invaded by the soldiers of Lord Cornwallis, frequent attempts were made to secure from the farm of Major Harleston Flinnap as a prize, for the fame of the horse had spread throughout the two armies. But all efforts to get possession of the stallion proved unsuccessful. Flinnap eventually was sent into North Carolina, where he remained until the British soldiers were withdrawn from the other Carolina. And to this day many of the pedigrees of the best horses in America trace back to this small but hardy son of South and the Cygnet mare.

When the war closed a new impulse was given to the sports of the turf. Among the gentlemen from South Carolina who now took an active interest in racing were General Alston, Colonel Washington, Colonel M'Pherson, Major Thompson, Mr. Sumter, Mr. Fenwick, Mr. Wigfall, Mr. William Moultrie, and Mr. Single-

ton.

The season of 1786 opened brilliantly at the Newmarket Course. The turf became the fashionable amusement of the hour, and the era that then and there dawned is referred to as "a golden age of racing" in the State of South Carolina. A chronicler of that period writes enthusiastically of the gatherings on the Newmarket Course: "Whether we consider the elevated character of the gentlemen of the turf; the attraction that the races possessed at that time, and for many subsequent years, for all sorts and conditions of men—youth anticipating its delights for weeks beforehand, the sternness of age relaxing by their approach, lovers becoming more ardent, and younger damsels setting their caps with greater taste and dexterity—the quality of the company in attendance—the splendid equipages; the liveried outriders that were to be seen daily on the course; the gentlemen attending the races in fashionable London-made clothes, buckskin breeches and top-boots; the universal interest pervading all classes, from the judge upon the bench to the little school-boy with his sash on his back; the kind greetings of the town and country; the happy meetings of old friends whose residences were at a distance, affording occasions of happy intercourse and festivity; the marked absence of all care, except the care of the horses; the total disregard of the value of time, except by the competitors of the races, who did their best to save and economize it—everything combined to render race-week in Charleston emphatically the carnival of the State, when it was impossible, if not impossible, to be out of spirits, and not to mingle with the gay throng."

The picture is a glowing one, but it is not complete until we add that clergymen and learned judges sat side by side when the horses were running, taking a deep interest in the contest and the animated scene around them. We see much of the style and good feeling described at Jerome Park on gala days; but the fashions have slightly changed between 1786 and this day of grace 1870. Instead of the gentlemen appearing on the course in tight breeches and top-boots, they introduce their servants to the galloping crowd in this peculiar garb.

The history of the Newmarket Course closes with the year 1791, for in 1792 the South Carolina Jockey Club took possession of the Washington Course, the following gentlemen being the original proprietors: General C. C. Pinckney, General William, James Lawson, William Alston, H. M. Rutledge, Gabriel Manigault, General Reed, Colonel Mitchell, Gen. Wade Hampton, James Burn, Captain White, L. Campbell, William Moultrie, General M'Pherson, Colonel M'Pherson, Colonel Morris, E. Fenwick, and William McCleod.

The Jockey Club increased in strength as the years went by; and, up to the breaking out of the war caused by the firing on Fort Sumter, the history of the Washington Course was a history of uninterrupted success. The races were the fashionable event of the year, and the race-week was one of gaiety and royal display. But one meeting was held each year, always commencing on the first Wednesday in February, and continuing throughout the week. On Wednesday the Jockey Club gave their annual dinner—a dinner which brought together all the choice, convivial spirits of the State; and Friday evening was set apart for the great Jockey Club ball. No expense was spared in the effort to make this ball the social event of the season, and success always attended the effort.

Immediately subsequent to the revolution racing stables were established in Virginia and Maryland, as well as in South Carolina. Among the early patrons of the turf in Virginia were Colonel John Tayloe and the Messrs. Holmes, Schlen, and Johnson. Upon the turf roll of Maryland we find the names of Governors Ogle, Ridgely, Wright, Lloyd, and Sprigg. Racing has been truly named the "sport of kings;" and wherever it has flourished in America it has received the support of our wealthiest citizens and most eminent men. More than eighty years ago racecourses were established at Petersburg and Richmond. When the two quarter-races, Taig and Polly Williams, were rivals, and engaged in frequent battles, owing to the absence of currency, tobacco was freely wagered upon the races, sometimes as much as one hundred thousand pounds depending upon a single contest.

Although we can trace racing back to the very infancy of our history, the turf was not conducted on the systematic plan until about the year 1815; at least, records of running prior to this date are not authentic. The people of New York, like those of the more southern States, indulged in racing before they even dreamed of going to war with Great Britain; but there was little organization, and the result of each contest was not officially recorded. Mr. Herbert, better known as "Frank Forester," expressed himself very emphatically upon this subject. "To draw a parallel, as nearly as I can draw one," he wrote, "I regard the old Virginia turf, prior to the fifteenth year, at least, of the nineteenth century, as neither more nor less authentic than that of England up to the time of English Elipse; and I consider that the era of the importation and covering of Dismal and Messenger in the United States as paralleled to that of O'Kelly's wonderful stallion in the Old Country. From the day when the sons and daughters of these noble animals began to run upon the turfs of England

and the tracks of America, all is plain and on record, so that he who runs may read."

American Elipse, got by Durce out of Miller's Damsel, by Messenger, was foaled at Dozon's, Queens County, Long Island, May 25, 1814, just one year in advance of that from which Mr. Herbert dates the authentic era of the turf in this country. And this bright era of the turf did not close until about the year 1815. The South met the North in wholesome rivalry, and the fruits of the rivalry, conducted under such men as Johnson, Tayloe, Van Mater, Wade Hampton, Bigman, Stevens, Livingston, Stockton, Jones, and Gibbons, were apparent in the wide dissemination of blood, and the improvement of the thorough-bred horse. Long Island was the chosen battle-ground of the champions, and year after year the tracks there resounded with the drum roll of feet.

Our limits will not allow us to trace the history of the blood-horse, link by link, from the earliest times down to the present. Volumes are required to make the annals of the turf complete. We make pretension to only a glance at the history of racing, desiring to show the vitality of the sport, and the prominence it has enjoyed.

There were race meetings in the vicinity of New York anterior to 1819; but it was not until that year that the people of Gotham seemed to take a lively interest in the transactions of the turf. In 1819 an association was formed, and a course established at Bath, Long Island; but the location was not most desirable, and in 1821 the same association purchased a plot of ground eight miles from Brooklyn, and inaugurated it as the Union Course. Large purses were now offered for speed contests, and racing was established on a respectable and firm basis. The Union Course stands prominently on the page of history, since it was the theatre of some of the grandest turf battles ever decided on American soil. The great race between Henry and American Elipse, if no other had been run on the track in Queens county, would have given an enduring fame to the Union Course. The racing career of American Elipse had been one series of brilliant successes.

Mr. James J. Harrison, of Brunswick, Virginia, challenged Mr. Van Rensselaer, a New York gentleman, to a race against Sir Charles, a four-mile horse, the challenge was promptly accepted, each entrainer staking \$5000 on his horse, and fixing the date of November 1st for the race. Sir Charles having met with an accident, Mr. Harrison was obliged to pay for it; but he agreed to run his horse, a single four-mile heat against Elipse, for \$1000 a side. This offer was accepted by Mr. Van Rensselaer; the horses were prepared for the race, and the Northern champion achieved an easy victory. Sir Charles breaking down on the last mile.

In the evening of the same day, that Napoleon of the turf, William R. Johnson, Esq. of Petersburg, Va., pledged himself to produce a horse, on the last Tuesday in May, 1823, to run four-mile heats against Elipse over the Union Course, Long Island, for \$20,000, \$8000 forfeit. On the part of several gentlemen from the North this challenge was promptly accepted by Mr. John C. Stephens. Such, in brief, are the facts which led to the most exciting race ever witnessed on this continent.

The 27th day of May, 1823, dawned in beauty, and by 12 o'clock it is estimated that not less than sixty thousand people had assembled at the Union Course. The Southern party had brought five horses with them; and from this five, Henry, a son of Sir Archy, and out of a mare by the great Dismal, was selected as the competitor of Elipse. John Richards, a four-year-old, was Colonel Johnson's favorite, and Henry his second choice; but the former having fallen lame, the fortunes of the Southern grand men were staked upon the latter. The race was run amid the wildest enthusiasm—Henry winning the first heat by half a length. Mr. Purdy, an experienced jockey, and one who had piloted Elipse to many victories, changed places in the saddle with Crofts for the second heat; and when it was observed that Purdy was astride the son of Durce, we are told that Northern hope revived. Elipse was a horse that required punishment to force him to his speed; though not so fleet of foot as Henry, he was a horse of great stoutness, and it was this stoutness which made him invincible in a four-mile struggle. Purdy understood this fact full well; and when they received the word for the second heat he drove the chestnut forward, giving Henry no respite. The tactics were good, and they won the second heat.

At this stage of the battle the excitement was most intense, for a heat had been placed to the credit of each contestant. Thousands trembled in the balance; and not thousands only, but the glory of victory or the shame of defeat. Arthur Taylor, a skillful rider and a trainer of experience, mounted Henry for the third heat, the boy Walden not having ridden him with sufficient tact in the former heat to receive the admiration of the backers of the son of Sir Archy. Purdy took the lead at the start, and making good use of his whip and spurs, kept Elipse hard at work throughout the four miles. Henry made a gallant struggle for the front, but the heavy champion of the North could not be passed; and Henry was too weak, in the last half-mile of the race, to astonish the multitude with one of his marvellous flights of speed down the home stretch. He lost the race.

Over two hundred thousand dollars

changed hands at the Union Course on that 27th day of May, 1823. And that night mail packets and mail couriers carried the news south, north, and west from New York. In every country town the people gathered in great numbers, hours before the courier could possibly arrive, in eager anticipation of the news. The race created national interest, and it was regarded as a contest of national importance.

Those were the palmy days of the turf, and the Union Course was then in the zenith of its fame. General Ridgely of Baltimore, Captain Cox of Washington, and John Allen, Esq. of Philadelphia, were the judges of the race; and they reported that the first heat was run in 7 minutes 37 1/2 seconds, the second heat in 7 minutes 49 seconds, and the third in 8 minutes 24 seconds; thus making the aggregate time 23 minutes 50 1/2 seconds, which is equivalent to an average of about one mile in 1 minute 59 seconds. American Elipse, as an aged horse, being nine years old in the spring of 1823, carried 125 pounds, while Henry was handicapped with 108 pounds; the advantage in weight was clearly on the side of the former, since the latter was his junior by five years. This great four-mile match led to much speculation before it was decided on Long Island soil in the presence of a vast multitude of people; and after the race the history of the struggle led to almost endless discussion—a discussion which is kept up to this day. It is maintained by one party that had Purdy been in the saddle from the start Henry would not have won the first heat, and that eight miles instead of twelve would have finished the race. Another party insist that Elipse would have been defeated had Colonel Johnson been on the ground to direct the running of the race. They argue that Henry was badly managed the second heat, and that his bad management lost him the race. Both sides are plausibly argued, and simply mention the fact without presuming to decide the controversy. Certainly, the Southern gentlemen maintained confidence in the son of Sir Archy in spite of his defeat; for they offered to make a new match. Henry to run a race of four-mile heats against American Elipse, in the fall of 1824, for any sum from twenty to fifty thousand dollars—a proposition freely declined by the Northern party. The Virginia gentlemen of the opinion that the absence of Colonel Johnson from the Union Course on the 27th of May, was the main cause of Henry's defeat; and this opinion was strengthened when the Elipse party decided to enter into a second match.

But why was Napoleon absent on that eventful day? Ay, why? Simply because he was too weak to resist temptation. He attended a supper-party the night before the race, met convivial friends and wine and hobsars made him a helpless invalid when his strength should have been greatest, his nerves almost, and his intellect most unclouded. That brilliant but eccentric man, Hon. John Randolph, of Roanoke, witnessed the race between the champions, and he was the author of the shrewdly quoted remark, "It was not Elipse, but the hobsars, that beat Henry." Apropos of Randolph, the Virginia statesman was a careful breeder, and one of the most devoted patrons of the turf. His horses were usually trained and run by his friend W. R. Johnson. Randolph's peculiarities and sarcastic tongue made him enemies on the turf, as well as in political circles. Although he provoked the distinguished Kentuckian, Henry Clay, a patron of the turf, like himself, to stand face to face with him in a duelling encounter solely that he might gratify his insatiable greed of notoriety, we can not forget how chivalrously he received Clay's fire. This duel made him the warm friend of the sage of Ashland, and when Randolph, weak and dying, visited the Senate chamber for the last time, his soul shone out in all its true nobility, and he paid a touching and beautiful tribute to the oratorical powers of the great Kentuckian, in asking to be raised up from the sofa in order that he might for the last time on earth hear Henry Clay speak. These were his words: "Raise me up; I wish to listen to that voice once more." Beautiful, are they not, especially when we think of them in connection with the arrogance of the patrician representative of Virginia to speaker Clay in the winter of 1815-16?

TO BE CONTINUED.

APPLYING PLASTER TO LANDS.—C. A. Porter asks: "What is the best mode of applying plaster to land where you want to get the benefit only for one year; and how much should be applied per acre?" Three bushels per acre is enough for any crop. If to be applied to corn or potatoes, throw a tablespoonful on each hill after first hoeing. If to pastures, mow or spring grain, sow broadcast as early in spring as you can do it, (it is not too late now,) doing it if you can manage it, just before a rain.—Southern Planter's Record.

To hope to touch by the same sermon hearers of various ages, sexes, rank, and education, is to expect to open all locks with the same key.

The greatest mass of solid iron in the world is the Iron Mountain of Missouri. It is three hundred and fifty feet high, and two miles in circuit.

A tail that never wags—a cart tail.

A TOUCHING OBITUARY.

The editor of the Colorado "Herald" had occasion to leave town for two or three days, and he committed his paper, during his absence, to the charge of a young man, a novice in journalism, whom he had just engaged as his assistant. Before leaving he instructed the ambitious young editor not to permit any chance to go unimproved to force the paper and the very small size of the subscription price upon the attention of the public. "Always keep before your mind the fact that the object of this paper is to extend its circulation," he said; "and whenever you see a chance to insert a puff of the 'Herald' in any notice you make, pile it on as thick as you can. Keep the people stirred up all the time, you understand, so that they will believe the 'Herald' is the greatest sheet in this United States." The parting tear was shed, and the editor left. The following night, while he was far away from home, his wife died very suddenly. Upon the assistant editor devolved to duty of announcing the sad intelligence to the public. He did it as follows:

GOSE, BUT NOT FORGOTTEN.

We are compelled this morning, to perform a duty which is peculiarly painful to the able assistant editor who has been engaged upon this paper at an enormous expense, in accordance with our determination to make the "Herald" a first-class journal. Last night death suddenly and unexpectedly snatched away from her domestic hearth (the best she advertised under the head of Stoves and Furnaces upon our first page) Mrs. Agatha P. Burns, wife of Rufus P. Burns, the gentlemanly editor of the "Herald." Turns three dollars a year, invariably in advance. A kind mother and an exemplary wife. Office over Colman's grocery, up two flights of stairs. Knock hard. "We shall miss thee, mother, we shall miss thee." Job printing solicited. Funeral at half-past four, from the house just across the street from the "Herald" office. Gose to be an angel. Advertisements inserted for ten cents a square.

Well, the editor arrived home that day at noon. Slowly and sadly he was observed to arm himself with a double-barreled fowling-piece, into which he inserted about two pounds and a half of bullets. He marched over to the office, followed by an immense crowd. The assistant editor at that moment was busy in painting a big placard to be tacked on the horse. It bore the legend, "Bay your coffins of Simms, over the 'Herald' office." The assistant editor cast his eye around and perceived his chief. Care sat upon that wan cheek, and thunder clothed his brow. He leveled his gun. The assistant did not wait. With one wild and awful yell he jumped from the second-story window and struck out for the shores of the Pacific. It is believed he eventually swam over to China. But the "Herald" has only one editor now, and the clerk in the office has standing orders to blow out the brains of any man who brings obituary notices to that paper.

THE MEDITERRANEAN.

It has long been known that a current is constantly flowing into the Mediterranean from the Black Sea and from the Atlantic, besides the numerous rivers pouring in always abundantly, and the question has often been asked:—How is it that the great midland sea does not become over-full? The answer is:—Because, while a surface stream flows in through the straits of Gibraltar, a stream deep down is constantly flowing out; and the existence of this under current is said to have been proved by a captain who sank a basket of stones, by a rope, to a considerable depth, where being acted upon by the strong stream, it towed the boat out against the surface current. Nevertheless, the existence of the undercurrent has often been questioned. Dr. Carpenter, however, who has recently returned from a dredging cruise in the Mediterranean, states that he took much pains to investigate this question, and that in a short time he will publish an account of the operations by which he ascertained that the outflowing undercurrent does really exist.

HOW A WOMAN KEEPS A SECRET.

It is an old quib upon women that a woman can't keep secrets; but the fact is they are the only part of humanity that can. A wife keeps a husband's secret incomparably better than he does his. We calculate that there is one drunken wife to about four hundred and ninety-nine drunken husbands. In gambling, licentiousness, lying, cheating, hypocrisy, coyness, there is pretty near the same proportion. Yet of the four hundred and ninety-nine wives, four hundred conceal, cover up, silently endure the terrible secret; while the one husband laments and mourns over his wife's frailty in the study of his pastor, and to the ear of his friend, and probably complains of it to a court of law. It is the same thing between brother and sister. The secrets a woman talks about are of the kind that are unimportant and most agreeable to hear. But of serious secrets she is as reticent as the grave. That is our observation, and our opportunities for judging have not been small.

Doing a roaring business—Keeping a wild beast show.

The "hump of destructiveness"—A railway collision.

Sabbath Reading.

GETTING READY TO GO.

A dear little girl had seen her beloved father lying cold and still on his coffin pillow, and had watched with wonder and fear the process of putting on the coffin-lid, and hearing it away to burial.

Afterwards the grief-stricken mother sought to dispel the gloom which gathered about the scene in her young heart.

"God has sent for dear father, to come up and live with him, and one day he will also send for you and me, darling."

"Do we know when He will send, mamma?"

"No, my dear, only God knows the time. He has it all fixed."

"Then, mamma, if God is surely going to send for us, and we don't know when, hadn't we better begin to pack up and get ready to go?"

This little girl had surely the right view of the matter, and it is just as important for us as for her. Not only should we be always ready, but we should have our possessions packed up and sent on before us. Did you ever stop to think that you were laying up treasures every day, either on earth or in heaven?

Shall I tell you one way in which you can send on your treasures before you, and be sure at the last you will find them?

When you spend a quarter for sweets, how soon they are all gone. Only a faint remembrance of the gratification is left.—The longing for more is probably stronger than the sense of pleasure. Even if you had spent the money for a toy, you would only prolong the enjoyment a little. And at the very best, a book or useful article, would only be of life-long service to you. But if you gave the sum for any of God's good works because you loved him, it would be a treasure laid up in heaven. It would be something sent on before you to the Heavenly land. O there are many people who come to their dying pillow regretting that they did not spend their money very differently. They feel that they have nothing whatever awaiting them on the other shore.

THE WORTHLESS WEAPONS.

A British regiment was once ordered to charge a body of French cuirassiers.—The trumpets sounded and away they went boldly at them; but not to victory. They broke like a wave that launches itself against a rock. They were sacrificed to a trader's fraud. Forged out of trust steel, but worthless metal, their swords bent double at the first stroke. What could human strength or the most gallant bravery do against such odds? They were slaughtered like sheep on the field. And ever since I read that tragedy, I have thought I would not go to battle unless my sword were proven. I would not go to sea with anchors that had not been tried. But of all other things for a man's comfort and peace, which needs so much to be proven as his faith—its truth and genuineness? Any way, it is a serious thing to face death, and meet the King of Terrors on his own ground; but were our faith never tried till we stood face to face in the valley with our last enemy, face to face without God at the bar of judgment, it were still more serious. With our powers of self-deception, with Satan sitting at the sinner's ear, saying, Ponce, ponce! when there is none to be found—proof so many who have the form of godliness, but are strangers to its power—the stoutest heart may tremble for the issues.

How thankful, then, ought we to be for those trials which prove our faith, and hope, and love; and with many a sore and bitter trial, prepare us to stand at last unmoved, when heart and flesh shall fail, and heaven and earth shall pass away; when the trying of our faith, being much more precious than that of gold that perishes, shall be found unto praise and honor and glory at the appearing of Jesus Christ!

RAIN FROM HEAVEN.

Once a little girl, who loved her Saviour very much for having so loved her, came to her clergyman with eighteen shillings for a missionary society.

"How did you collect so much? Is it all your own?" the clergyman asked.

"Yes, sir, I earned it."

"But how, Mary?—your are so poor."

"Please, sir, when I thought how Jesus had died for me, I wanted to do something for Him, and I heard how money was wanted to send the good news out to the heathen, and as I had no money of my own, I earned this by collecting rain water and selling it to washer-women for a penny a bucket. That is how I got the money, sir."

"My dear child," said the clergyman, "I am very thankful that your love to your Saviour has led you to work so long and patiently for Him; now I shall gladly put down your name as a missionary subscriber."

"Oh! no, sir, please; not my name."

"Why not, Mary?"

"Please, sir, I would rather no one knew but Him; I should like it to be put down as 'Rain from heaven!'"

All men may be said to live three lives: there is one life which is seen and accepted by the world at large, a man's external life; there is a second life, which is seen by a man's most intimate friends, his household life; and there is a third life, seen only by the man himself and by Him who searcheth the heart, which may be called the inner or heavenly life.

The Middletown Transcript.

CHARLES H. VANDERFORD, Editor.

MIDDLETOWN, DEL.

SATURDAY MORNING, SEPTEMBER 2, 1871.

In another column will be found a communication signed "Peach Grower," written by one of the most extensive peach growers in this section, and one well informed in the peach trade, which should be read everybody. There is a movement on foot, here, to get the Railroads, in consideration of the extremely low prices obtained for peaches, to refund some of the freight charged for carrying the fruit to market. Peach grower mentions the sum of five cents per basket and argues that it would be a small amount to the Railroad Companies, and a considerable help to the peach growers, especially those who, by some shipments, were brought in debt. This movement should meet with the ready co-operation of all the growers of the state, and a strong effort made to obtain a drawback. If the amount mentioned by Peach Grower cannot be obtained, let them persistently insist on the State tax of \$7.50 a car being refunded by the Del. R. R.

If neither of these amounts will be allowed by the railroad, let the peach growers take the remedy in their own hands. Let them build a parallel road. They have the money and can get a charter at any time. A road from the Junction & Breakwater railroad, by Dover, Smyrna, Odessa, St. Georges and on to the railroad that is being built to Delaware City, would be a paying road, and would furnish an outlet for all the peaches grown in Delaware. This road would then have direct connection with the Pennsylvania Central railroad, which has, or will have shortly, control of the Jersey railroads leading to New York. No doubt arrangements could be made with the Pennsylvania Central for as speedy transit to New York and at much cheaper rates than we now have.

Besides, as has been shown this year, the interior towns of Pennsylvania, all of which can be reached by the Pennsylvania Central, afford a good market for peaches, and can consume many more than has been shipped there this year. Thus the new road, above spoken of, would make the growers entirely independent of the Delaware Railroad and its connections.

If it should be necessary to build this railroad, and it is the opinion of many of our citizens that, unless the Delaware railroad is more accommodating and more moderate in its charges, it some day will be built, it should be controlled by home capital and operated by our own citizens. The trouble with the Delaware Railroad is, that it is almost entirely owned and operated by Eastern men, who have no interest in Delaware except to make all they can out of her citizens.

REMARKS.—FOURTH LATE.—AN EDITOR WITH MONEY TO LEND.—The *Bachelor*, published at Salisbury, Wicomico county, Md., contains this announcement in large type: "Persons wishing to borrow money on mortgage or other good security, can be accommodated by inquiring of the editors of this paper." Bully for the *Bachelor*! If ever such a thing as an editor show is gotten up on this peninsula, we are in favor of awarding the *Bachelor* the first premium for managing surplus revenue.—*Delawarean*.

Our friend Kirk should understand human nature better than that. The sly, cunning fox of the *Bachelor*, no doubt has a design upon the hand and heart of some fair Salisbury woman, and thinks that he will hold a better "hand," and be more likely to "win," if his own is represented as lined with gold! We'll bet a big ripe peach that some bright-eyed, ruby-lipped, peachy-checked beauty, at the bottom of this money lending business. Tired of bachelorhood, when he returns home from his sweet evening trysting, he no doubt may be heard crooning the old song—

Bachelor's hail! What a queer-looking place it is.
Keep me from such all the days of my life!
Oh! to be sure, what a turning disgrace it is,
Here at all to be getting a wife.
"We know how it is ourselves!"

We surrender this week much of our space to articles on peaches and the peach business, which are so interesting to our readers as anything we could have published, and they should receive the careful consideration of all peach growers. The crop this year is not so large, but the peaches ripening so close together, the somewhat unfavorable weather, and the great concentration at Jersey city, have had a tendency to make peaches low, and scarcely to bring enough to pay expenses of picking and shipping. These articles propose remedies to prevent a recurrence of the kind, and should be read by every one interested in the peach business.

WAS VIRGINIA ELECTED?—The call for a Constitutional Convention in West Virginia has been sustained. It will be held Sept. 20th before the official returns are in. Returns from thirty-five counties show a 2-3 majority for a convention. The remaining thirteen counties, it is believed, will vote in favor of the call.

THE STEAMER "JOHN S. IDE" will make an excursion on WEDNESDAY, September 20, 1871, leaving Wilmington at 8 a. m., New Castle at 8 a. m., Delaware City at 8 a. m., returning via Salem at 3 p. m., giving excursionists an opportunity to visit the beautiful city of Salem, and also to attend the Agricultural Exhibition of Seacoast County, to be held within the city limits, on that day. A schedule of premiums and extensive preparations will be found at the principal hotels and stores in New Castle County. Fare for excursionists, 50 cents. Admission to Fair, 25 cents. Aug. 23, 1871.—*W.*

LOCAL AND STATE AFFAIRS.

DELAWARE CITY TERM.—The Sunday School attached to the Presbyterian church of St. Georges held its annual picnic on Wednesday. At an early hour our usually quiet town was started by the sweet strains of music as they were wafted by the breeze along our streets, and soon there appeared the St. Georges band leading a number of carriages to meet the Steamer Major at the wharf, and thence to the grounds. We were informed by the pastor Rev. Mr. Beale, that the school proper numbered one hundred and fifty pupils, and their mission school established at Kirkwood, about seventy. All were present with their friends, save the infant class, who were deterred from participating in the prospective pleasure by the severe rain. The elder portion determining not to be disappointed took lunch that morning, and from the many smiling faces we are sure a nice day was spent notwithstanding the rain and lowering looks of the weather in the morning.

We respectfully suggest to the company owning the pier at which the steamer Reynolds lands in our town, to put it in such a condition that a gentleman or lady will not be compelled to "wade" in mud water to reach the steamer. The complaint on Wednesday morning was universal. The spirit of the times are such, that in most any other place but this that wharf would be declared a nuisance.

A correspondent at Warwick sent us the following last week, but was not received until Saturday, after our paper was issued.

There has to day, the 23rd, eighty-five loads of one, two, and four horse wagons of peaches passing through this place for Middletown, exclusive of those hauled by traders for Wilmington. Put the average at fifty baskets per load, and we have four thousand two hundred and fifty baskets, the greatest part of them from the farms of Mr. Knapp, Esq., of Cecil county, Md. This is said to be the largest quantity of peaches that has ever passed through Warwick in one day before.

On the night of the above date, an attempt was made to enter the dwelling of Mrs. S. A. Flintham, of this place, by some unknown rascal. A grand daughter of Mrs. Flintham being roused by a noise, saw the head and shoulders of the intruder in the room, giving rise to alarm the villian decamped before any one could grab him, or get near enough to see whether he was white or black. It is presumed that the object was to rob the dwelling, and the story of Mr. J. W. Flintham attached thereto.

PROFITS OF PEACH CUTTING.—A letter from Messrs. Curtis & Co., of Boston, Mass., shows that the profits were not so large as some of our readers might expect. It says: August 12th, 21 barrels of peaches, \$200; expenses for freight and commissions, \$54.27; August 15, one barrel of peaches, \$25; expenses, \$8.66. These two shipments of 22 barrels of peaches netted \$479.17. On August 15, five boxes, a bushel each, brought \$5.50 each. Messrs. Curtis further say: "Many native Bartlett's are coming in a good many from New York. The prices are small compared with yours; yet quite smooth, and sell from \$9 to \$11 per barrel, four barrel size, but yours take the preference and will until October, at least, continue to do so. We are getting only one-third more for yours than for our 'Bartlett's.' Messrs. Pierce & Buchanan, commission merchants at Boston, sold some peaches of this orchard at an early date this season at \$15 and \$18 a barrel."

FAULT PROSPECTS.—Notwithstanding the losses sustained this year by peach growers from over production and other causes, there is an active demand for peach trees, and hundreds of acres of fresh orchards will be planted this fall and next spring. Strawberry plants are also in demand, and the price is high. Grapes are promising to be greatly extended. Grapes are not receiving as much attention as formerly, and the experience with raspberries this year was discouraging. Blackberries could have done well had not the late early peach come in just in time to break down the market for berries. Peaches, especially Bartlett's, have been in demand in Dover this season, to fill orders from England for peaches. Peaches from Dover are now commanding \$9 a \$11 per barrel in Boston this season. We may therefore also look for considerable additions to the peach orchards—*Delawarean*.

IMPORTANT LAW.—Heretofore it has been impossible under any circumstances to get tenants out in less than three months, whether they rented dwellings or rooms. The law was so altered by our late Legislature that those who rent for a month can be turned out at a month's notice.—*Delawarean*.

RELIGIOUS.—Forest Presbyterian Church.—Rev. John Patton, D. D., Pastor. Services—Sabbath mornings at 10 a. m., Sabbath evenings at 7 a. m., and Wednesday evenings at 7 a. m. Collins Methodist Episcopal Church.—Rev. John Collins, D. D., Pastor. Services—Sabbath mornings at 10 a. m., Sabbath evenings at 7 a. m., and Wednesday evenings at 7 a. m. Smith, Pastor. Services—Sabbath mornings at 10 a. m.; Sabbath evenings at 7 a. m. Prayer meeting on Thursday evenings.

SUNDAY EXCURSIONS.—The steamer John S. Ide, on Sunday, brought about 300 negroes from Salem, N. J., the steamer Jersey Blue about 300 negroes from Bridgeport, N. J., and the Pilot Boat about 200 from Philadelphia and Chester. The negro quarterly meeting held in this city. The last named boat brought about 500 white excursionists who visited the Brandywine and other places.—*Delaware Gazette*.

A SIGHT OF BARNES.—On Tuesday afternoon, as a train of empty peach cars was backing on a siding, the back wheels of one car were run off the track. In attempting to put the car on again it broke loose from the back wheels, and was considerably damaged.

BARN BURNED.—On Friday night about 9 o'clock the barn belonging to Geo. Cloud, in Brandywine Hundred, about a mile from Wilmington, was struck by lightning and with the wheat and hay, with which it was well-filled, entirely destroyed.

PEACH SHIPPERS.—The following is the number of cars shipped over the Delaware Railroad during the month of August, including those that were sent over the Wilmington & Reading Railroad, marked in the statement W. & R.—The whole number of cars amount to 3,494, averaging 500 baskets to a car, making 1,747,000 baskets. The shipment for the whole season, up to Thursday night, are 4,556 car loads, making 2,278,000 baskets. The shipments will close in a few days more and the cars shipped by railroad will be about 2,278,000 baskets, a very few more than were shipped over the railroad in 1869. This is what we predicted in the beginning of the season. Some said we were wrong, and the crop would be more and a half millions baskets, while others even estimated that four millions baskets would be shipped over the road. We did not make our estimation without some knowledge of the crop, while they judged from the quantity in this section, which has been nearly double that of any former year. Peaches have been shipped over the Delaware railroad this year from sections of Maryland that formerly sent their peaches by water, and when we deduct their amount from the aggregate we will have a sum about equal to the number of baskets shipped over the railroad in 1869, which was 2,021,475.

Aug. W. & R. J. City. Phila. Chester. Balt.					
1	2	3	4	5	6
2	4	8	16	32	64
3	6	12	24	48	96
4	8	16	32	64	128
5	10	20	40	80	160
6	12	24	48	96	192
7	14	28	56	112	224
8	16	32	64	128	256
9	18	36	72	144	288
10	20	40	80	160	320
11	22	44	88	176	352
12	24	48	96	192	384
13	26	52	104	208	416
14	28	56	112	224	448
15	30	60	120	240	480
16	32	64	128	256	512
17	34	68	136	272	544
18	36	72	144	288	576
19	38	76	152	304	608
20	40	80	160	320	640
21	42	84	168	336	672
22	44	88	176	352	704
23	46	92	184	368	736
24	48	96	192	384	768
25	50	100	200	400	800
26	52	104	208	416	832
27	54	108	216	432	864
28	56	112	224	448	896
29	58	116	232	464	928
30	60	120	240	480	960
31	62	124	248	496	992
32	64	128	256	512	1024
33	66	132	264	528	1056
34	68	136	272	544	1088
35	70	140	280	560	1120
36	72	144	288	576	1152
37	74	148	296	592	1184
38	76	152	304	608	1216
39	78	156	312	624	1248
40	80	160	320	640	1280
41	82	164	328	656	1312
42	84	168	336	672	1344
43	86	172	344	688	1376
44	88	176	352	704	1408
45	90	180	360	720	1440
46	92	184	368	736	1472
47	94	188	376	752	1504
48	96	192	384	768	1536
49	98	196	392	784	1568
50	100	200	400	800	1600
51	102	204	408	816	1632
52	104	208	416	832	1664
53	106	212	424	848	1696
54	108	216	432	864	1728
55	110	220	440	880	1760
56	112	224	448	896	1792
57	114	228	456	912	1824
58	116	232	464	928	1856
59	118	236	472	944	1888
60	120	240	480	960	1920
61	122	244	488	976	1952
62	124	248	496	992	1984
63	126	252	504	1008	2016
64	128	256	512	1024	2048
65	130	260	520	1040	2080
66	132	264	528	1056	2112
67	134	268	536	1072	2144
68	136	272	544	1088	2176
69	138	276	552	1104	2208
70	140	280	560	1120	2240
71	142	284	568	1136	2272
72	144	288	576	1152	2304
73	146	292	584	1168	2336
74	148	296	592	1184	2368
75	150	300	600	1200	2400
76	152	304	608	1216	2432
77	154	308	616	1232	2464
78	156	312	624	1248	2496
79	158	316	632	1264	2528
80	160	320	640	1280	2560
81	162	324	648	1296	2592
82	164	328	656	1312	2624
83	166	332	664	1328	2656
84	168	336	672	1344	2688
85	170	340	680	1360	2720
86	172	344	688	1376	2752
87	174	348	696	1392	2784
88	176	352	704	1408	2816
89	178	356	712	1424	2848
90	180	360	720	1440	2880
91	182	364	728	1456	2912
92	184	368	736	1472	2944
93	186	372	744	1488	2976
94	188	376	752	1504	3008
95	190	380	760	1520	3040
96	192	384	768	1536	3072
97	194	388	776	1552	3104
98	196	392	784	1568	3136
99	198	396	792	1584	3168
100	200	400	800	1600	3200

In another column will be found the advertisement of the exhibition of B. F. Duane, to be given in the Town Hall, on the 16th inst., for the benefit of the Amputation Band of this town. N. T. is well known to many of our readers, as being without a parallel in his peculiar sphere, and will avail themselves of the opportunity of seeing him again. Apart from the merits of the exhibition, it should be well patronized by the entire community, as well as the friends of the Amputation Band, as the proceeds will go to the benefit of the Amputation Band, who have played gratuitously for nearly every exhibition, festival, &c. within our State, and always put up with expense in doing so. Next week we will publish some of the notices of the press on the Duane exhibition.

List of letters remaining in the Post Office Middletown, Del., September 1st, 1871:—Mrs. Sallie Brackins, Robert R. Dunahoo, Clement Doherty, Frank Farney, William Flemming, Benjamin Ginn, John H. Hopkins, Mary W. Jones, John W. McGee, John McNeill, John McNeill, John W. Dawson, James McCracken, John McVay, Richard Mitchell, Mrs. Annie Oland, James Oland, 2 Robert Parrott, Patchell A. Pugh, David Shockley, D. W. Smith, Lydia Streets, John Sorg, Fred L. Thompson, Sallie L. Thompson, J. D. Nunnant, B. Wright, Alexandria Wright, William T. Warner, Joseph Wilson. Persons calling for the above letters will please say they are delivered.

Four hundred thousand baskets of peaches have passed through the Delaware and Chesapeake Canal from Maryland this far during the present season, besides thirty-five thousand from the upper level of the canal, and thirty-one thousand from John H. Hopkins, making in all four hundred and ninety-six thousand passing out of New Market at Delaware City. This is a large amount for any season previously.

Peach season in Dorchester co. Md. is over, and the crop has been a very unprofitable one. A gentleman near Cambridge sold \$100 on eleven hundred boxes, and another near E. New Market sold \$200 on twelve hundred boxes; that is, these peaches did not sell for enough in New York to pay expenses by about sixteen cents per box.

THE DELAWAREAN estimates that of ninety cars that passed Dover in one day during the present season, the railroad companies realized at least \$10,000, while their expenses did not exceed \$500, and the growers did not get enough to pay the freight, to say nothing of their home expenses.

CONCERT.—A concert will be given in Drawers Presbyterian Church, on Thursday next, for the benefit of the Sabbath school Library. Some fine voices from Philadelphia will assist in the concert, and a rare treat is in store for all who avail themselves of the opportunity of being present.

IMPROVEMENTS.—The Town Commissioners have bought a large quantity of curbing stone, and are having it laid in various parts of the town. Cass street is being curbed its entire length and will soon be paved on both sides, which will make it the handsomest street in the town.

The arrivals of the Middletown hotels, for the week ending on Thursday, are very numerous, and owing to a large number of advertisements and communications we are compelled to omit them. The National has forty and the Middletown Hotel seventy-four.

In Wilmington, within the last twenty-one months one firm have built the hulls of one hundred and thirty iron steamers and steamships, and another firm have done nearly as well.

For the Middletown Transcript.

PEACHES AND PEACH BUSINESS.

This year has proved, what I foresaw three or four years ago, that one of two things must be done—either stop planting peach trees, or make arrangements to cross car loads of peaches over from Jersey City to connecting railroads beyond New York, for the time would come, and has come, and did in 1869, but worse this year, that too many peaches center or stop there. It has now become what Philadelphia was ten years ago. So many peaches stop there that the seller has but little to say, the buyer all, and dictates his own terms, as was proven last year. A committee of three—Charles Brown, Horatio Willette and myself—was sent from the Peninsula Association to New York to do away with the hauling of peaches, at four cents a basket expense to the Delaware shippers, after they were sold at Jersey City. The committee met the commission men and arranged that thereafter all sales of peaches at Jersey City should be final, and clear from all cartage or expense from the moment of sale. A few salesmen who did not attend said meeting of the committee, set themselves against the arrangement to a few growers and shippers, particularly one in Smyrna, and he, so this salesmen stated, gave him to understand he could sell as he pleased. This salesmen ran around the market, and no doubt he and others put the Eastern shippers, when they arrived in New York, up to not paying this four cent cartage. They bought peaches, then held back paying, unless the four cents were deducted. My son and his partners, who sold for me, collected full price for first shipment to Jersey City; or in other words, made the persons they sold to pay their own cartage, but others caved in and did not pretend to carry out the agreement. My salesmen wrote to know what they must do. I wrote back to do as others, that no one house could carry out a reform measure without honest co-operation of other growers and shippers; that if Delaware growers and shippers had no better sense than to haul other people's peaches about at their own expense, we must submit, until reason and common sense prevailed, and other arrangements be made. Now this is a four cent robbery acquired in which ought not to have been; but sometimes accumulated wrongs move the dullest intellects to thinking, and thereby bring on revolution, and we used that now in the peach business, and I have only been waiting for a year like the present to open the eyes of the short-sighted.

Some Delaware shippers vent their spleen on the salesmen in New York, just as they did ten years ago on the Philadelphia salesmen. Then so many peaches were sent to Philadelphia that it was not selling, but to see who would take them on their own terms; then, after that, frequently come back on the seller and tell him he must knock down, that they, the buyer, as he was called, did not do so well as he expected, and for fear this taker of peaches would take of some other person, this whetted this peach taker demanded. And now it is getting nearly or quite as bad at Jersey City, from the fact that more peaches are suffered to stop there than ever ought to, and more than I ever contemplated when I first worked so hard to get by Philadelphia to Jersey City. I expected within three or four years after we got to Jersey City to have passed New York with part of the crop, and not, as has been done this year, concentrate twice as many peaches at Jersey City as ever ought to stop there for twenty or thirty years to come. The New York salesmen have done all they could, with some exceptions, and have done well, considering the quantity of peaches and the disadvantage they labored under, for they have, when the trains reached 175 to 200 cars per day, been wholly at the mercy of the shippers beyond New York, a set of locusts that come from all over the Eastern States and Canada—the men who refuse to pay for hauling their peaches after they buy them at Jersey City, but make the Del. and Md. growers and shippers do it for them.

Now, I have shown the error of concentrating too many peaches at Jersey City and the ill effects for the last three years, and every grower may calculate the evil to increase and grow worse and worse every year, as the crop is likely to increase, judging from the trees already planted, unless a portion be cut down. Our system of marketing must be improved or the trees cut down. This, I think you all will admit. Now for the remedy, and the way to correct the impositions practiced on the peach business. It is fully proved that this Peninsula does, and can grow the finest peaches, and can to an unlimited amount. If properly marketed, they pay better than any other crop we can grow; therefore common sense would seem to dictate that our common interest should throw us together, so we can ward off every unjust imposition put on the peach business. First, elect men to our Legislature who will repeal the tax laid on the Del. R. R. and make it as the originators intended it—a free highway to take our products to market. If State tax be required, let it fairly and justly upon all the wealth of the State, after a fair assessment of property of the three counties. Next, send a committee of intelligent peach growers to the Presidents of the P. W. & B. R. R. and the Pennsylvania Central R. R. who now controls the Camden & Amboy, and with the aid and influence of the Presidents of these roads, arrange with Shore Line R. R. or some other railroad, to connect with railroads at Jersey City so as to cross loaded peach cars from Jersey City to connecting roads all over the Eastern States and Canada. Arrange a schedule of freights to every town of 10,000 and upwards of population along any railroad in the Eastern States, so that cars can be loaded in Delaware and Eastern Shore of Maryland and be shipped direct, without transshipment, to every said principal town, and a salesman from Delaware or Maryland sent to see to the shippers interest. This will effectually drive out the sharks that infest New York from these towns every season. Then stop not over 75 or 100 cars at Jersey City, to be hauled over and retailed in New York and

Brooklyn and adjacent places. But should any be sold at Jersey City, the buyer to pay all hauling and other expenses. All sales at Jersey City to be final, then the New York salesmen would be put in a condition to sell, and not, as in present condition, of seeing who will take at their own offer and hauling thrown in. We, the peach growers, have time before another season to arrange so the like of the present shall never happen again at Jersey City. The peach business to the railroads may now be considered a regular business, and with a meeting of railroad Presidents commencing with the P. W. & B. the Pennsylvania Central, the Shore Line and connecting roads, a moderate freight schedule, no doubt, could be agreed upon. The Del. R. R. as I before stated, should be relieved from State tax, and the Junction & Breakwater R. R. be made to pay proportionally the interest on the \$400,000 loaned her by the State; then to raise what was really needed to pay interest on the indebtedness of the State, first, make a fair, equalizing assessment of the three counties, then lay a per centage on all the assessment sufficient to raise the amount necessary to pay the interest and for the collecting, but no sinking fund robbery or robbery on pretense of a sinking fund.

